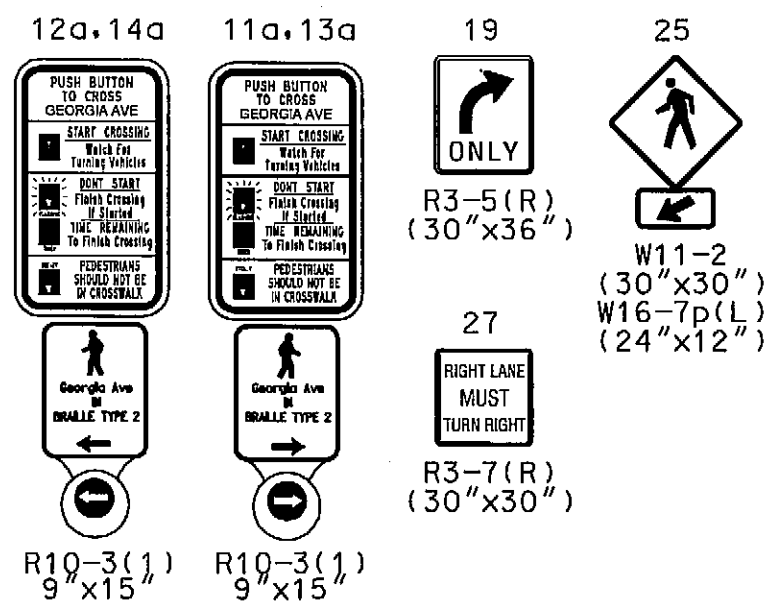
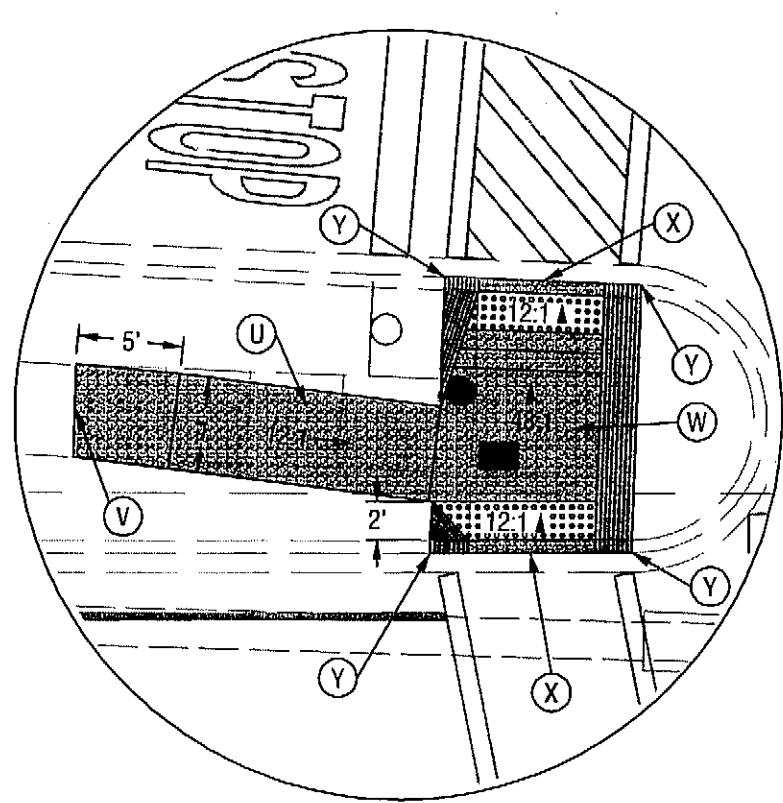


MD 97 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

PROPOSED SIGNS

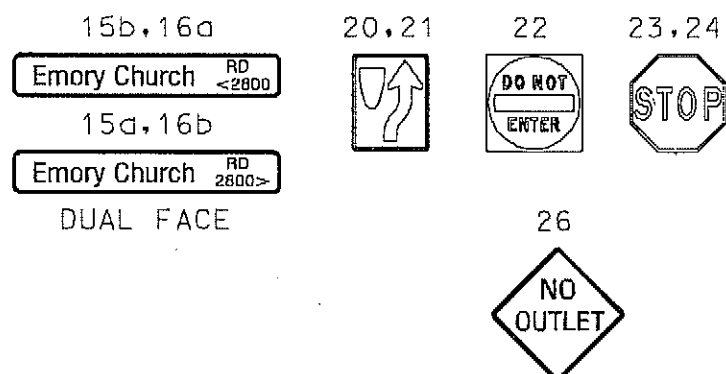


INSET 'A'

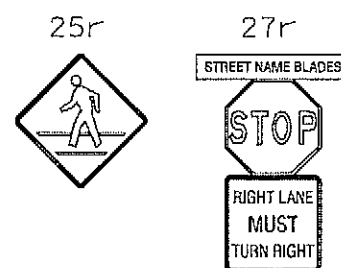


SCALE: 1" = 10'

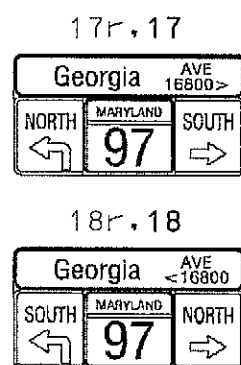
EXISTING SIGNS TO REMAIN



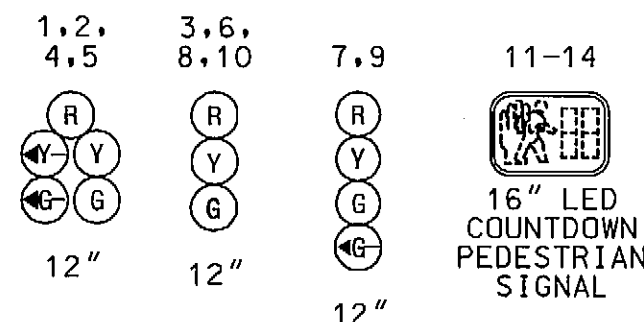
EXISTING SIGNS TO BE REMOVED



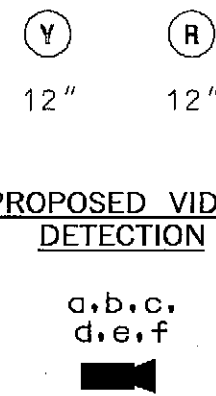
EXISTING SIGNS TO BE RELOCATED



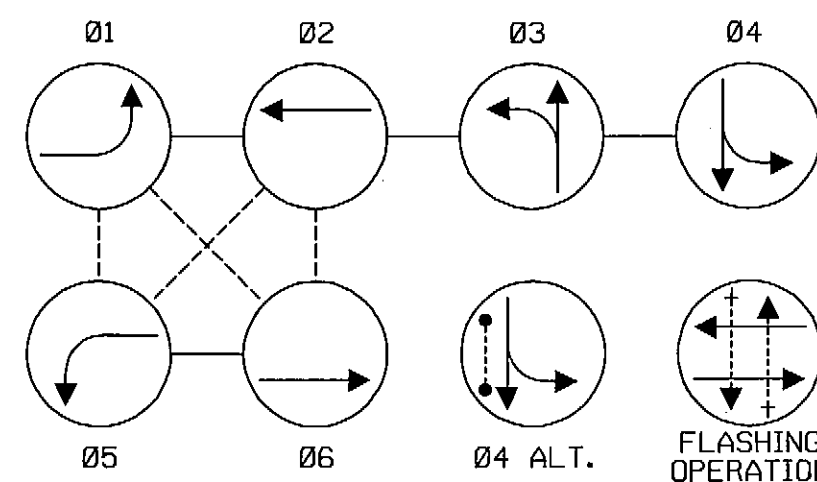
PROPOSED LED SIGNALS



EXISTING SIGNALS TO BE REMOVED



NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

GENERAL NOTES

- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE MONTGOMERY COUNTY ENGINEER.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE IN THE APPROPRIATE 800 SERIES STANDARD PLATES. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- MATERIALS TO BE REMOVED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE. ALL INTERNAL CABINET WIRING SHALL BE PERFORMED BY MONTGOMERY COUNTY FORCES.
- DISCONNECTING AND SPLICING OF INTERCONNECT CABLE SHALL BE PERFORMED BY MONTGOMERY COUNTY FORCES. THE CONTRACTOR SHALL RUN THE INTERCONNECT CABLE INTO THE BASE OF EACH CABINET AND PROPERLY TAG THE CABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- THE CONTRACTOR SHALL MAINTAIN THE CONTINUOUS OPERATION OF ALL INTERCONNECT, VEHICULAR, PEDESTRIAN DETECTORS, AND LIGHTING DEVICES. IF ANY DEVICE IS DAMAGED BY THE CONTRACTOR, IT SHALL BE REPAIRED WITHIN 72 HOURS BY THE CONTRACTOR AT NO COST TO THE SHA AFTER NOTIFICATION BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERING THE SIGNAL CONTROLLER AND VIDEO INTERFACE EQUIPMENT TO THE MONTGOMERY COUNTY SIGNAL SHOP. COUNTY FORCES WILL COMPLETE THE RETROFIT WORK IN THE EXISTING CABINET.
- CONTRACTOR SHALL DELIVER APS PUSHBUTTONS AND CENTRAL CONTROL UNIT TO MR. ROBERT RICKETTS AT MONTGOMERY COUNTY TECHNICAL CENTER AT 1283 SEVEN LOCKS ROAD, ROCKVILLE, MD 20854 AT LEAST 3 WEEKS PRIOR TO BEGINNING WORK. CONTRACTOR SHALL HAVE THE APS MESSAGES PROGRAMMED FROM THE FACTORY AND DELIVER THE APS WAVE FILES TO MR. ROBERT RICKETTS.
- CONTRACTOR SHALL NOTIFY MR. KAMAL HAMUD AND MR. ROBERT RICKETTS 72 HOURS IN ADVANCE OF INTENDED WORK.

APS NOTES

- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18\"/>
- THE 10' MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIGURE 4E.2 AND THE NCHRP PUBLICATION, ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE. IF NOT MET THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATION UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 97 AT EMORY CHURCH RD
FULL SIGNAL CONVERSION
OLNEY, MD

SIGNALIZATION PLAN SHEET

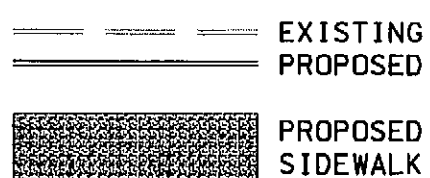
SCALE 1" = 20' DATE OCTOBER 24, 2006 CONTRACT NO. BW996M82
DESIGNED BY GDG COUNTY MONTGOMERY
DRAWN BY FCR LOGMILE 15009710.30
CHECKED BY KWF/KMP TMS NO. H465
F.A.P. NO. TOD NO.
TS NO. 4464A DRAWING SG-01 OF 02 SHEET NO. 01 OF 02

PLOTTED: Thursday, September 27, 2012 AT 05:39 PM
FILE: T:\173124A-TrafficDesign\Drawings\TRF\SG\Plan\p30_P000-MD 97 @ Emory Church.dgn

CONSTRUCTION DETAILS

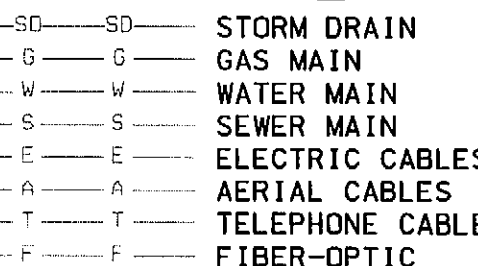
- INSTALL 10 FT. PEDESTAL POLE ON MODIFIED BASE WITH BREAKAWAY COUPLINGS (MD 801.01-01). COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE-TACTILE PEDESTRIAN PUSHBUTTON AND SIGN (NOTE: INSTALL 1-2 IN. 90° PVC CONDUIT BEND). FOUNDATION SHALL BE FLUSH WITH PROPOSED SIDEWALK GRADE.
- INSTALL 5 FT. PEDESTAL POLE ON MODIFIED BASE WITH BREAKAWAY COUPLINGS (MD 801.01-01). AUDIBLE-TACTILE PEDESTRIAN PUSHBUTTON AND SIGN (NOTE: INSTALL 1-2 IN. 90° PVC CONDUIT BEND). FOUNDATION SHALL BE INSTALLED FLUSH WITH EXISTING SIDEWALK GRADE WITH FACE OF FOUNDATION FLUSH WITH THE EDGE OF SIDEWALK.
- INSTALL 10 FT. PEDESTAL POLE ON MODIFIED BASE WITH BREAKAWAY COUPLINGS (MD 801.01-01). COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE-TACTILE PEDESTRIAN PUSHBUTTON AND SIGN (NOTE: INSTALL 1-2 IN. 90° PVC CONDUIT BEND). INCORPORATE CONCRETE FOUNDATION INTO EXISTING CURB.
- REMOVE EXISTING SIGNAL HEADS FROM EXISTING MAST ARMS. INSTALL PROPOSED SIGNAL HEADS, COUNTDOWN PEDESTRIAN SIGNALS, VIDEO DETECTION CAMERAS AND SIGN.
- CUT 22 FT. OFF THE EXISTING 70 FT. MAST ARM. CLEAN, GALVANIZE AND CAP MAST ARM.
- RELOCATE EXISTING SIGN.
- REMOVE EXISTING SIGNAL HEADS FROM EXISTING MAST ARM. INSTALL PROPOSED SIGNAL HEADS AND VIDEO DETECTION CAMERA.
- CUT EXISTING MAST ARM POLE UPRIGHT TO 21 FT. CLEAN, GALVANIZE AND CAP UPRIGHT POLE.
- INSTALL ELECTRICAL HANDHOLE.
- INSTALL 2 IN. SCHEDULE 80 PVC CONDUIT (TRENCHED).
- INSTALL 4 IN. SCHEDULE 80 PVC CONDUIT (SLOTTED).
- INSTALL 4 IN. SCHEDULE 80 PVC CONDUIT (BORED).
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- INSTALL CONTROLLER, VIDEO DETECTION INTERFACE, 2-WIRE CENTRAL CONTROL UNIT AND ALL OTHER NECESSARY EQUIPMENT INTO THE EXISTING CABINET.
- INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING (FOR STOP LINE).
- REMOVE EXISTING PAVEMENT MARKINGS BEYOND STOP LINE.
- REMOVE EXISTING GROUND MOUNTED SIGN AND INSTALL PROPOSED GROUND MOUNTED SIGN ON ONE 4 IN. X 4 IN. WOOD POST.
- INSTALL 5 IN. SIDEWALK.
- MATCH EXISTING SIDEWALK.
- INSTALL MEDIAN CUT-THROUGH (MD 655.21) WITH SLOPES AS SHOWN WITH DETECTABLE WARNING SURFACE (MD 655.40).
- INSTALL TYPE A COMBINATION CURB AND GUTTER DEPRESSED PER MD 620.03.
- MATCH EXISTING CURB.
- REMOVE EXISTING HANDHOLE, CAP AND ABANDON EXISTING CONDUIT.
- REMOVE EXISTING GROUND MOUNTED SIGN AND INSTALL PROPOSED GROUND MOUNTED SIGN ON ONE 4 IN. X 4 IN. WOOD POST.
- REPLACE CONCRETE SIDEWALK DUE TO CONDUIT INSTALLATION.

GEOMETRIC LEGEND



NOTE: SIDEWALK JOINTS SHOWN ARE APPROXIMATE.

UTILITY LEGEND



1 UTILITY HEIGHTS
PRIMARY 30'-0"
SECONDARY 25'-0"
CABLE 18'-5"

2 UTILITY HEIGHTS
PRIMARY 45' +
SECONDARY 28'-3"
FIBER 25'-8"

3 UTILITY HEIGHTS
PRIMARY 37'-7"
SECONDARY 30'-5"
CABLE 22'-0"

TOD NO: XY224-22
SHA NO: M0145A5A/B5A
MD 97 (Georgia Ave) @ Emory Church Rd

**PARSONS
BRINCKERHOFF**

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Baltimore, MD 21201
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http://www.pbworld.com

APPROVALS	REVISIONS
TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

CONVERSION OF ICB TO FULL COLOR SIGNAL
SHA NO. XY224-22 TMS NO. L490 09/27/2012
KWF/KMP